BRIDGES ON THE PRIMARY HIGHWAY SYSTEM IN IOWA

Fiscal Year	Total	Functionally Obsolete	Structurally Deficient
1991	3,900	394	275
1992	3,916	320	260
1993	3,900	310	220
1994	3,990	333	181
1995	4,000	334	132
1996	4,000	345	141
1997	4,000	346	142
1998	3,998	338	145
1999	4,009	331	171
2000	4,056	333	193
2001	4,112	349	221
2002	4,148	339	240
2003	3,943	306	219
2004	3,934	291	202
2005	3,968	293	232
2006	3,975	303	256
2007	3,997	306	249
2008	4,036	296	240
2009	4,092	307	232
2010	4,106	318	187

Note:
The decrease in the total number of bridges from 2002 through 2004 is mainly due to the transfer of jursdiction of those bridges to the counties and cities.

Functionally Obsolete
Bridges classified as functionally obsolete do not have land widths, shoulder widths, or verticle clearances adequate to serve traffic demand, or the bridge may not be able to handle occasional roadway flooding. While it is not unsafe for all vehicles, the older design features cannot adequately accomodate current traffic volumes or vehicle sizes and weights.

Structurally Deficient
A bridge is structurally deficient if there is significant deterioration of the bridge deck, supports, or other major components. Bridges that are structurally deficient are restricted to carrying lower weight vehicles or a closed if they are found to be unsafe. The classification of a bridge as "structurally deficient" does not mean the structure is unsafe and most structurally deficient bridges can continue to serve traffic safely if they are properly inspected and maintained.

Source: Iowa Department of Transportation

Iowa LSA Staff Contact: Marcia Tannian (515-281-7942)
marcia.tannian@legis.state.ia.us